TO : MEDTC
Attn: [redacted]

DATE : 7 January 1974

REF. No. : SCR-PNH-74-004

FROM : SCR PNH

SUBJECT : Monthly Report - December 1973

During the month of December 1973, we have seen considerable improvement in the operational functions of the Host Country Air Force. With the increase of combat sorties might combat missions this has also added to the maintenance workload. The new Chief de Groupement has responded to the requirement and are able to supply the aircraft.

These remains room for much more improvement but the ground work at this time is such that with time the required improvement will continue. The overall morale has improved, which will be highly beneficial to further improvement of operations. All in all the month of December has been the best month of the year.

T-28 Section

Maintenance activities remained normal during this reporting period with no major problems encountered. Two taxi accidents occured during the month. T-28 tail No. 55-140005 left hand outer wing tip was substantially damaged when it made contact with revetment while aircraft was turning around inside revetment. T-28B tail No. 55-138366 propeller was substantially damaged when it made contact with a raised up section of P.S.P. KAF has been advised not to taxi T-28 aircraft on the P.S.P. taxiway until it has been repaired or further and more serious damage many result.

Engine changes on T-28B tail Nos. 54-137741 and 54-137734 have been at a stand still due workload in the fighter section. KAF has been advised to assign #741 engine change to the Heavy Service Section, whether this is done or not remains to be seen.

The biggest overall problem with this section is the lack of leadership with the OIC Recommend this situation be corrected as soon as possible to better utilize the existing manpower.

C-47 Section

Premature engine failures have affected the C-47 aircraft overall availability. Cylinder stud and power section to blower section stud failures were the most common failure during the month. Due to the lower ambient temperatures during this part of the year it is possible for these engine to be over boosted easily. If manifold pressure red lines are not being observed closely by flight crews, these type of failures can be expected.

AC-47 tail No. 42-93812 is undergoing engine modification from R-1820 -92 to R-1820 -90D. This aircraft had a premature engine failure on 11 December 1973, in order to release this aircraft both engines have to be replaced due to it was previously equipped with -92's.

C-47 tail No. 43-16254 experienced a hard landing during the middle part of the month. From all indications it appeared that the pilot was attempting a cross wind landing and instead of touching down on the runway the aircraft touched down approximately 60 feet to the side of runway. One wind tip had to be replaced and major work accomplished on landing gear had to be done prior to release of aircraft.

Four(4) C-47 aircraft were input into 100 hour inspection during the last week of the month. With this heavy workload plus, the premature engine changes the operational ready rate was drastically affected.

The UC-4 crew merged with C-47 section during the month. This change will certainly improve the C-47 overall capabilities however, a man power shortage still exist in this section.

C-123K Section

The availability of C-123K aircraft during the month of December 1973 improved over previous reporting months. One Jet was changed due hung start and compressor stall and only one recip cylinder had to be changed due excessive oil leak from valve guide.

Two(2) C-123K aircraft tail Nos. 54-0645 and 55-4559 that were previously assigned to KAF were turned back over to the USAF., and they were replaced by 55-4553 and 54-0682. These two aircraft were just released out of IRAN and have been operating satisfactorily with only minor discrepancies experienced.

Aircraft tail No. 56-4377 returned from Tahi-Am the middle part of the month after completion of phase inspection. Aircraft tail No. 55-4566 was ferried to Tahi-Am for phase inspection and aircraft tail No. 54-0578 returned from Thai-Am after completion of phase inspection toward the end of the month.

KAF's first phase inspection on C-123K tail No. 56-4387 is nearly completed. The biggest problem is that this aircraft is more or less being used as a parts supply. Presently this aircraft is NORS/C for five(5) items.

Maintenance Control Section

A slight increase was evident in the "Operational Ready" rate of the Khmer Air Force aircraft during the reporting period. This is a direct result of the pressure applied by the newly appointed [redacted] to the Aircraft Maintenance Department.

A week orientation was conducted by the Maintenance Control Advisor and Maintenance Control Officer [redacted] to some of the Squadron OIC and Crew Chiefs regarding the use of the Air Force Form 781 series. A classroom training in this regard is being prepared by KAF Training Center and classes is expected to begin next month.

A vacant room formerly occupied by KAF Material Control was recently turned over to Maintenance Control Section. The plan is to move Maintenance Control section in this room, however, it needs some repair and painting. Hopefully funding could be provided in local purchasing of necessary materials, such as plywood, cement, bricks and paint. [redacted] is very enthusiastic and acts immediately on almost any suggestion for improvement, providing we can supply the materials to work with.

An addition of seven(7) battery field telephones to make the total of nine(9), were installed in the Maintenance Control Office. This type of communication is not actually reliable, however, it will somewhat relieve the wasted manhours in gathering aircraft status information and urgent requirements.

OJT training in the Aircraft Records is being carried out on a daily basis as time permits.

The following is a brief summary of the KAF accomplishments during the month of December 1973:

Total Flight Time in December 1973

Type of Aircraft	Flight Time
T-28D	1175.4 hours
T-28B	207.4
T-41	No flight time report from Battambang
C-47 Cargo	328.8
AC-47 Gunship	613.0
UH-1H Gunship	370.4
UH-1H Slick	778.6
U-1A	No fly during the month
O-1D	466.5
AU-24A	537.3
O-1A	120.3
C-123K	218.6

Note: Flight time at outstation is not included on this report.

AIRCRAFT STATUS

Type of Aircraft	Total Assgnd	Average Possess	O/H	NORS	NORM	Out-Country Acft
T-28B	49	29.6	68%	1%	31%	16
T-28B	16	5	44%	6%	50%	11
C-47 Cargo	15	15	45%	0	55%	0
AC-47 Gunship	11	10	71%	0	29%	1
UH-1H Gunship	9	8.3	80%	1%	19%	1
UH-1H Slick	29	26.2	64%	13%	23%	3
U-1A	1	1	100%	0	0	0
O-1D	27	18.8	56%	0	44%	9
O-1A	13	13	79%	0	21%	0
AU-24A	14	13.8	44%	13%	43%	1
C-123K	8	5.5	68%	0	32%	2
T-41	14	14	Unknown Status.....			

Aircraft Status this month (December 1973)	Last Month (November 1973)
Total Fleet.....206	203
Fleet Average.....160.2	146
Operation Ready Rate..... 65%	63%
NORS Rate..... 6%	3%
NORM Rate..... 29%	34%

Breakdown of Heavy Services (PE/Phase Inspection) and Engine Changes Completed

Type of Aircraft	Total PE/Phase Inspection	Total Engine Changes
T-28D	10	0
T-28B	1	1
C-47 Cargo	3	4
AC-47 Gunship	6	3
UH-1H Gunship	5	1
UH-1H Slick	9	0
U-1A	0	0

O-1B	2		4
AU-24A	5		1
O-1A	0		0
C-123K	1	(By Thai-Am)	0

A proposal of an additional section for controlling man power and AGE equipment was submitted to KAF Headquarters for approval. Additional status boards and personnel was also requested.

Engine Build-up Section

The chart below reflects the workload and engine status as of December 31, 1973.

TYPE	Build-ups Completed in December	Engine Build-ups in WORK NOW	Serviceable Engs. on Hand	Repairable Engines on Hand
AC-47 C-47	5	2	32	9
T-28B T-28D	1	1	9	5
T-41	1	1	7	0
O-1B O-1A	6	1	9	13
C-123K J-85	2	0	7	0
R-2800	1	1	10	3
Props C-47	0	0	N/A	N/A
T-28	2	0		
AU-24A	1	0	1	0

The workload as noted in the chart above shows an increase in O-1B and C-47 engine changes. In the case of O-1B engines the majority of premature failures was a result of high oil consumption. This type failure is being monitored closely and unsatisfactory equipment reports (URs) have been drafted to try to determine the reason for these costly engine changes. C-47 premature engine failures were a result of various reasons i.e. metal contamination, cylinder failure etc., and no single factor or trend is noted here. C-47 aircraft 43-93812 engine modification from -92 to -90D was completed the end of this month. The aircraft should be ready for FCF in next few days.

T-28 engines remained satisfactory and only one engine was required in Dec. The engine for T-41 70-02052 was completed and installed in this CBD aircraft on the 26th of December, and one more T-41 engine is being prepared for the next T-41 aircraft 71-01585 due to be released from CBD in next few days.

The backlog of C-123K recip and jet engine build-ups were completed on schedule early in December 1973. The EBU Shop plans to concentrate next month on preparing the QEC kit for the spare R-2800. Word was received this month that there is a possibility of obtaining three complete FOD/QEC for the J85 engines which we will build-up locally.

Some of the same problems still remain in the EBU Shop i.e. lack of experienced personnel and motivation but we have seen some improvement this month. Both the OIC and assistant OIC, have departed to Udorn for middle management training, it is hoped that upon their return, we will see even more improvement in the future.

Armament Section

During this reporting period the Armament Section workload increased and with the increase of sorties of both fighters and AC-47 Gunships due to the arrival of six(6) additional T-28D aircraft. Five(5) of these aircraft came from CONUS with armament systems complete. Aircraft 50-279 returned from Thai-Am after wing inspection, complete armament systems had to be installed. Electrical problems were encountered and several days of trouble shooting was requested to locate and correct the problems.

Routine checks conducted in this section during the month revealed many major discrepancies. Emergency bomb jettison systems on T-28D aircraft are not complete, a through investigation is presently in progress and corrective action initiated. Several, 50 Cal. Machine Guns were damaged due to over maximum rounds fired. OIC was instructed to insure that barrels on each 50 Cal. Gun be replaced at proper intervals per Technical Orders. Wet and corroded 50 Cal. Ammo was found, and in some cases caused many malfunctions. Armament personnel were advised that all Ammo/Rockets etc., must be colosely inspected prior to use in armament systems to preclude the malfunctions.

The following armament components were shipped to Udorn for training purposes.

16 ea. rocket launchers type LAU 68

16 ea. B-31K bomb dispensers

12 ea. bomb rack type Aero 15D

4 ea. 50 Cal. machine Guns

12 ea. Rocket launcher type M42

FOD on all sections of the ramp is just short of being unbelievable. Majority of all FOD is caused by armament section. Steps must be taken immediately to clean up the entire ramp, perhaps police calls every morning by each section could be introduced or maybe drastic action against the armament personnel might be in order, in any event something has to be done.

Sheetmetal Section

Close supervisions by Sheetmetal Specialist was provided on the following AU-24A aircraft repairs.

1. Re-inforcement of two (2) each ribs in wings and splicing of lower skin between wing tip and outboard rocket lumcher. Aircraft 72-1330, 72-1331, 72-1320, 72-1329, 72-1325, 72-1323, 72-1322, 72-1328 and 72-1333.

2. C-47 aircraft 44-76765 - Bullet damage on RH wing inboard trailing edge passing thru upper skin was repaired under Specialists watchful eye.

3. T-41 aircraft 71-01385 - Nose section damage repair on jig completed 17 December. This is the 2nd T-41 to be CHD repaired in the new jig.

4. C-47 aircraft 42-92295 - Repair corrosion damage on RH bottom fuselage by splicing skin.

5. One C-123K jet engine POD lower skin replaced due damaged when engine was dropped from forklift.

6. C-47 aircraft 43-48960 - Bullet hole on RH horizontal stabilizer lower and upper skin tip and attachment rib.

7. C-123K aircraft 55-4553 and 54-0690 - Provided fire extinguisher bracket in Cargo compartment.

8. T-28 aircraft 55-140005 - Damage leading edge af LH outer wing caused by contact with revetment during taxiing.

9. Modification of 10 each new bomb rack aero 15D for armament shop.

10. Manufactured of 9 each special tools for armament shop.

11. AU-24A aircraft 72-1322 - RH wing lower and upper skin damage, by hostile ground fire damaging inner ribs work was completed and aircraft released to operations.

12. AU-24A aircraft 72-1333 - RH tail wheel attachment re-inforcement plate rivets sheared and tail section upper skin badly wrinkled.

Repairs are in progress on 3 each O-1B wing assemblies and several T-28 control surfaces. These repairs are being closely supervised by LMAT Specialists, as a good portion of this work is On the Job Training (OJT) for the newly assigned mechanics. In the future it is recommends that a sheetmetal training course be set up to acquaint the personnel with sheetmetal repair basic's.

Several pieces of shop equipment were received during the month. All sheetmetal shop equipment now located in machine shop is undergoing cleaning and repainting.

The lack of sufficient sheetmetal stock is causing work steppage in some of the sheetmetal projects. Hopefully this stock will be received in the near future as it has been on order for some time now.

Airborn Radio Section

During the early part of the month much time was spent assisting on bench repair mostly on VHF Wilcox 807A's. More effort was exerted this month in the general improvement of the shop. The window frames are now being made inside the shop by the radio mechanics themselves and will all be finished by the end of January.

Shop service record ending 3 January 1974:

Input = 341 units

Output = 329 units

NRTS/Repair Support = 12 units plus 6 submodules

AWP/Reparable on hand = 43 units

General re-organization of personnel within the Airborne Electronics Maintenance section was also effected during the month. All Line Service personnel are now under direct supervision of the Airborne Radio shop. Operating procedures and responsiblities were established and presently all Technicians are under close observation by OIC.

Training

Fourteen(14) new radio students are on the job training, half of their daily training is classroom instruction and is conducted by the acting shop OIC [redacted] who is away at Udorn on a management training course.

Four(4) regular shop technicians are scheduled for the next phase of the T-28 Line Service instruction at Udorn, Thailand.

Electrical/Instrument Section

This month three J-85 and two R-1830 -90D engines wiring harness installation were completed. Periodic inspection on C-123K 56-4387 90% completed and right engine changed, all electrical and instrument firewall connections installed and secured.

Electric Shop improvements were not closely supervised due to heavy work load both on the line trouble shooting and engine build up shop, however, replacement of broken window glasses and repair of window frames is near completion.

On the job training for the line electricians and instrument mechanics is still being conducted on a daily basis. Their understanding of wiring diagram tracing and trouble shooting technique has improved, but they still require much assistance on complicated systems.

Training Section

The On-The-Job Training for the ESOT/16 trainees from Battambang is in full swing. After having completed A/C Hardware, the last subject which they were scheduled to undergo, the group was sub-divided into their respective specialties as follows: Engine - 11; Radio - 14; and Electrical/Instruments - 19. Daily OJT covers 2 hours of classroom instruction and 4 hours of practical work such as general maintenance and servicing procedures, removal and installation of components, and trouble shooting. The OJT will cover a period of 2 months after which the trainees will be assigned to their respective sections after graduation.

English 900, class I, with 10 students, was finally completed 14 December while English 900, class II may be completed about the second week of February.

Training Accomplished

No. of Students	Subject	Trng hrs	Type of Trng
10	English, class I	144	Classroom/OJT
9	English, class II	164	Classroom/OJT
44	A/C Hardware	1,196	Classroom/
11	Powerplants	726	Classroom/OJT
14	Radio	858	Classroom/OJT
19	Elec/Inst	1,254	Classroom/OJT

Problems

The principal problem is lack of training equipment and materials particularly a typewriter and ditto machine. With the increasing number of students, lack of these equipment is causing a great delay in the preparation of students' questionaires, training records, reports, attendance rosters, and other training projects.

Due to the relocation of the training offices and classrooms, the classroom areas at present are quite small. There are a total of four(4) classrooms but the biggest has only a capacity of 24 students while the rest can only accommodate 12 each. In the event of a big class, like the trainees from Battambang, the training section will not have any available classroom for them.

Plans

a. To start the preparation of a run-up, taxi, and towing procedures examination for C-123K aircraft in connection with the Group Maintenance Officer's project to issue permits to qualified personnel.

b. To conduct a technical instructor's class for new instructors assigned to this section.

c. To start another English class as soon as there are available students.

d. To update all training charts and master training schedule due to acquisition of new instructors.

Aircraft Ground Equipment Section

At this reporting date AGE has improved a bit on some deadlined units. Although we have some more backlog which we hope to cope with at the start of New Year. The shortage of skilled personnel will soon be remedied, and so will working space which will be available for AGE facilities.

No of Students	Subject	Trng hrs	Type of Trng
5	Identification of T.O.s	5 hrs	Actual
8	Proper Care & Use of Tools	10 hrs	Actual
8	English Conversation	10 hrs	Actual/Oral
5	Removal & Installation of injectors	10 hrs	Actual/OJT

No of Students	Subject	Trng hrs	Type of Trng
5	Safety Procedures	5 hrs	ORAL & OJT

By New Year AGE will be eased out of skilled personnel problem and adequate working space. The only forseable problem will be requisitioning of parts and required items which likewise we hope to cope with every body's cooperation. The abuse of the AGE due to not being trained in its operation continues to cause equipment to be deadlined.

Plans

Plan is underway to build a small electrical and battery room West of the existing AGE Shop. Complete rework of procedures in AGE Shop at the start of New Year. Complete mobilization of skilled and non skilled personnel, and acquisition of a bigger working space.

Supply

The problem of "EP" requisition cancellations (no record of receipt) which has plagued KAF over the past several months cleared up during December with only five such cancellations. This relieves KAF of a burdensome problem and hopefully will not resume to the extent in the past.

MCRS/G requirements seem to have decreased somewhat during the past month with exception of AU24A. Problems are longer lead times for Helio parts, components and items having a first time demand, which were not included in the initial spares listing. The Helio Technical Representative has been requested to maintain close coordination with supply recommending stock levels for items not in the system and adjustment of levels for problem and time change items insuring adequate quantities are on order to insure continuing support of the AU-24A program.

Armament spares for both the UH-1H and AU-24A gun systems have posed continuous problems for both maintenance and supply and consequently we now have many inoperative gun systems. Review of emergency lists of requirements indicate that more assistance is necessary to establish valid stock levels to insure continuous support with a minimum of shortages.

Preliminary completion of the hand tool inventory and inventory adjustment vouchers reveals a monetary debit of $21,025.41 and a credit of $15,118.40 which was not unexpected. Adjustments are continuing which will change these figures, but not to any great extent. Reasons for numerous overages and shortages in the physical count are due to a first time inventory since beginning of the MAP Program, improper handling of accountable documents by inexperienced personnel and pilferage.

Authorization has been received for eleven (11) KAF Supply personnel for a CONUS manual Supply training course for a duration of seven weeks at Lowry AFB, Texas and personnel are being named for submission. Due to short notice it is likely that only 6-8 personnel possess the English language capability to attend this course. It is felt that an OJT course at Udorn RTAFB would be of more benefit for those NCO's lacking knowledge of English.

Progress is being made finally by civil engineering in leveled the area designated for outside supply storage and laying of PSP. The Civil Engineering building adjacent to existing supply offices have been turned over to supply and is being renovated for relocation of all supply offices. All shipping and receiving activities will be located in the rear of this building which will allow for increased control and paper flow, as well as increase of badly needed supervision.

Turn-in of automotive spares and containerized POL stocks is taking place. This long awaited move will increase availability of stocks if these and other areas will assist in establishment of stock levels for items not previously under a central control. Yet to be returned to supply control are armament spares and telecom spares controlled by KAF Headquarters.

In view of numerous problems with armament spares it is recommended that KAF Headquarters be urged to consolidate immediately the two armament activities into a single activity and location immediately. Separation, as has long existed only compounds problems of control, duplicate requisitioning to supply for like items and time loss by flight line armament obtaining spares from the armament area controlled by KAF Headquarters.

This has been brought to the attention of the responsible KAF personnel.

Original Signed By:
E.J. Griffis

E.J. Griffis

cc: ACO UTH via MEDTC
MEDTC Training Section
AVP BKK (2)
PRES TPE
CA & CR UTH
File